



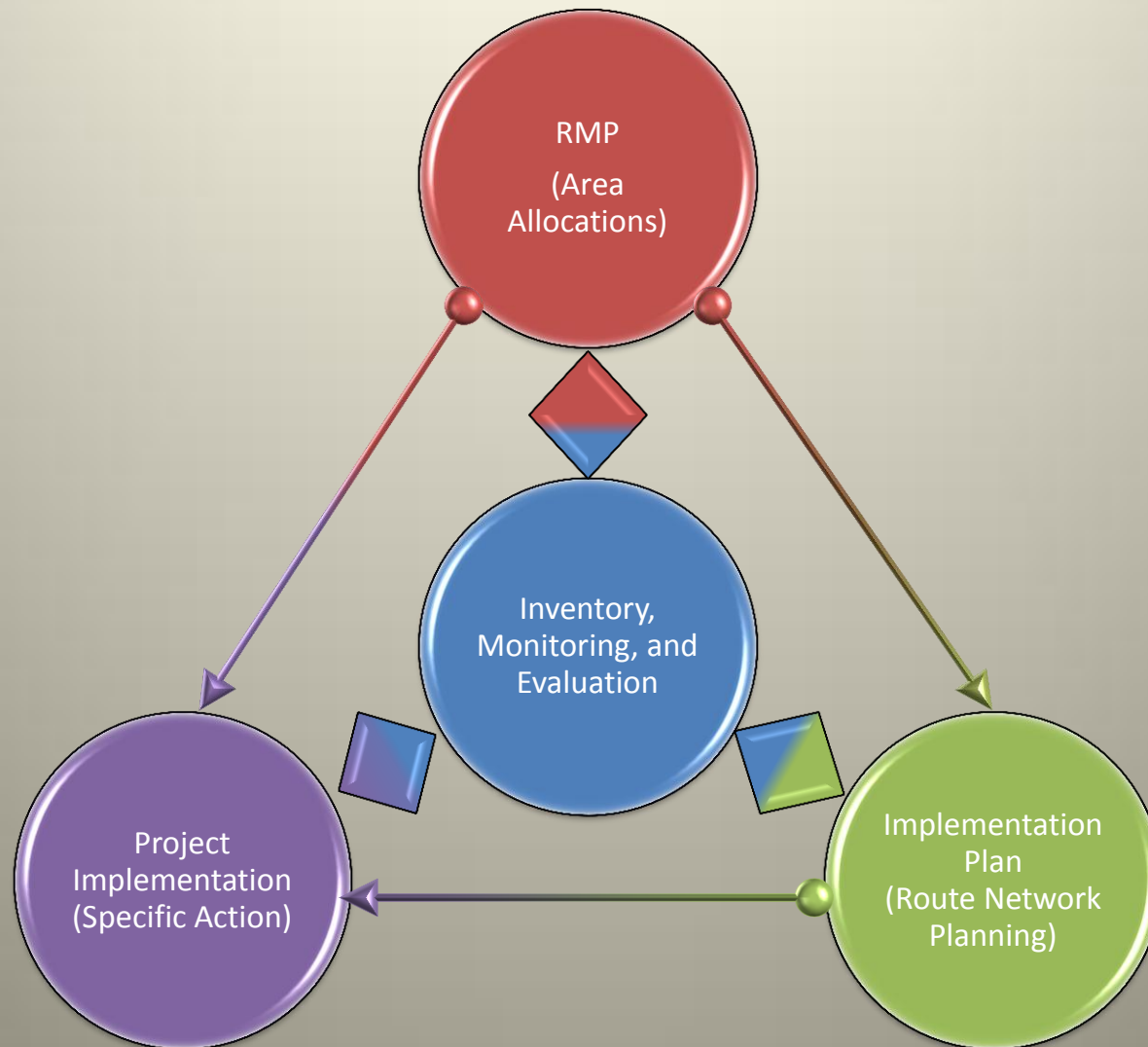


BLM Travel Planning and Management

Participants will:

- 1) Understand the minimization criteria and the application of the criteria within the phases of travel planning.
- 2) Understand how objective based planning will allow your travel program to be comprehensive, interdisciplinary, as well as address the minimization criteria.
- 3) Understand your role as recreation planner in the phases of travel planning and management.

BLM Travel Planning and Management



Golden Rules of Travel Planning and Management

All actions associated with travel planning and management should:

- 1) Be Interdisciplinary
- 2) Be Comprehensive
- 3) Demonstrate or make progress toward achieving the minimization criteria

Maintaining these key elements will result in successful travel planning and management.

Interdisciplinary

Utilize a diverse planning team to consider and address all resource and administrative access needs.



Comprehensive

1. Addresses a wide variety of uses and issues
2. Explores a variety of solutions to conflicts and issues
3. Identifies and plans for all travelers, with extra consideration for the primary traveler.
4. Engages cooperators, stakeholders, and the public
5. Ensures access needs are balanced with resource management goals and objectives



Minimization Criteria?

CFR 8342.1 Designation (aka minimization) Criteria (copy in notebook):

Areas and trails shall be located to:

1. Minimize damage to resources
2. Minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats
3. To minimize conflicts between off-road vehicle use and other existing or proposed recreational uses of the same or neighboring public lands, and to ensure the compatibility of such uses with the existing conditions in populated areas taking into account noise and other factors
4. Not be in officially designated wilderness areas or primitive areas.

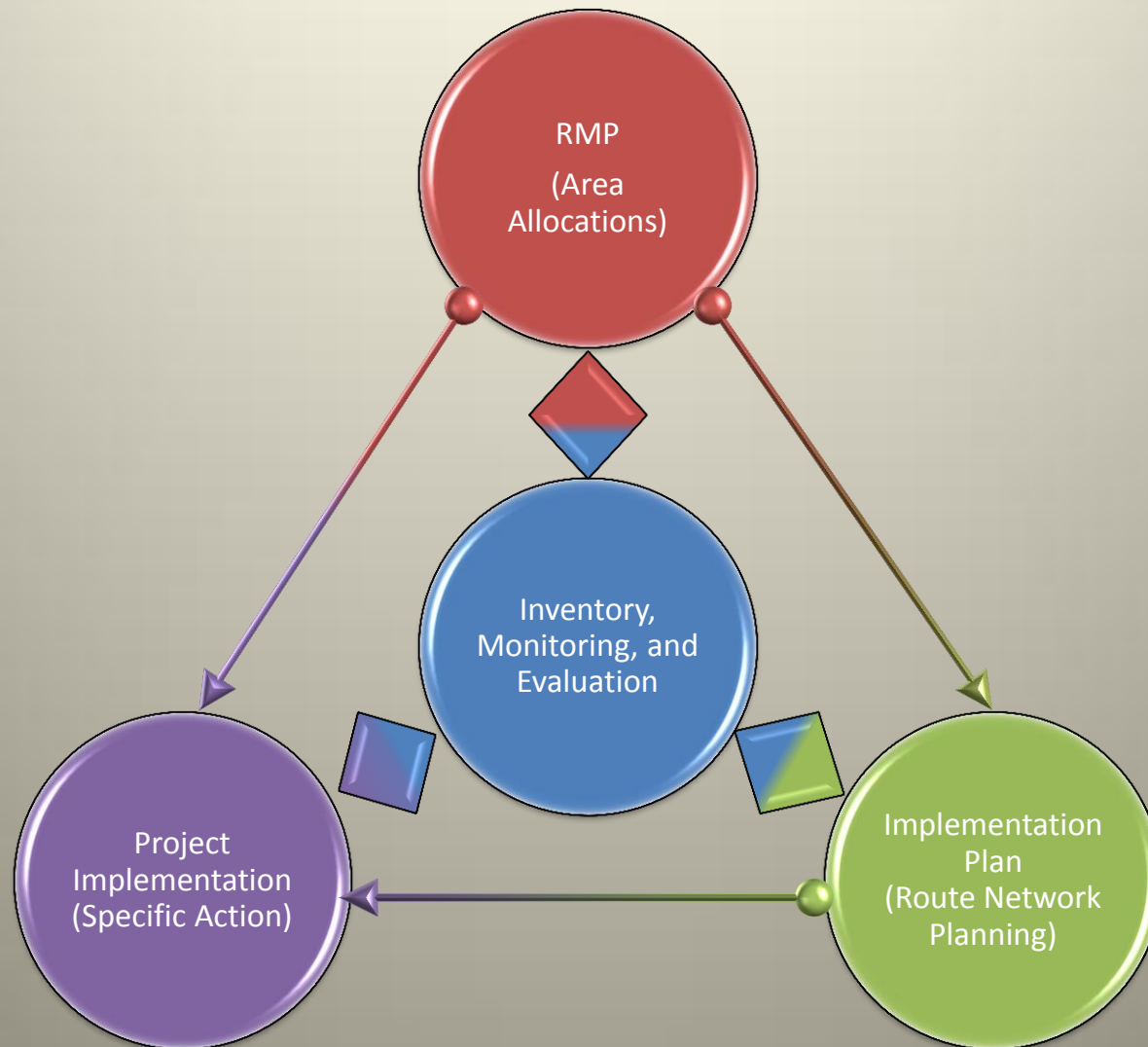


Our Role Within the Travel Program

Our role as travel managers is to balance the needs of travelers in support of other BLM programs, while accomplishing the minimization criteria.



BLM Travel Planning and Management



BLM Travel Planning and Management



Minimization Criteria



At the RMP stage the Golden Rules require the Travel Planner to:

- Think in polygons or areas
- Establish objectives for the travel program that are tiered to the ??????
- Work closely with planning team to develop alternatives addressing multimodal forms of travel that support the objectives of:
 - the Travel program
 - Other programs impacted and/or influenced by travel decisions.

Homework

- 1) Is this a good objective?
- 2) How will this objective influence travel planning and management within the RMP?
 - During Network or implementation planning?
 - During project decision making?
 - Inventory, Monitoring, or Evaluation?

Good Objectives:

- 1) Have an obvious indicator that can be measured
- 2) Contain a standard (measure of success or failure)
- 3) Are based on an outcome (end result, positive impact, or avoidance of a negative impact) not an input (the things we do)

Objectives establish the boundaries for management actions and future decisions

Do you think these two are working from a good objective?

What could be added to improve their objective?



Fight Fire
Aggressively!

Having Provided for
Safety First

Objectives that influence travel:

- 1) Come from other BLM programs and,
- 2) From within the travel program itself.

The objectives within the travel program should be tiered to: ?????????? ← Minimization Criteria



Travel Planning and Management at the RMP (Land Use Plan)

The following area allocations support objectives and are required in all Land Use Plans:

- 1) Open
- 2) Closed
- 3) Limited- I.E. type of vehicle, season, designated roads and trails.



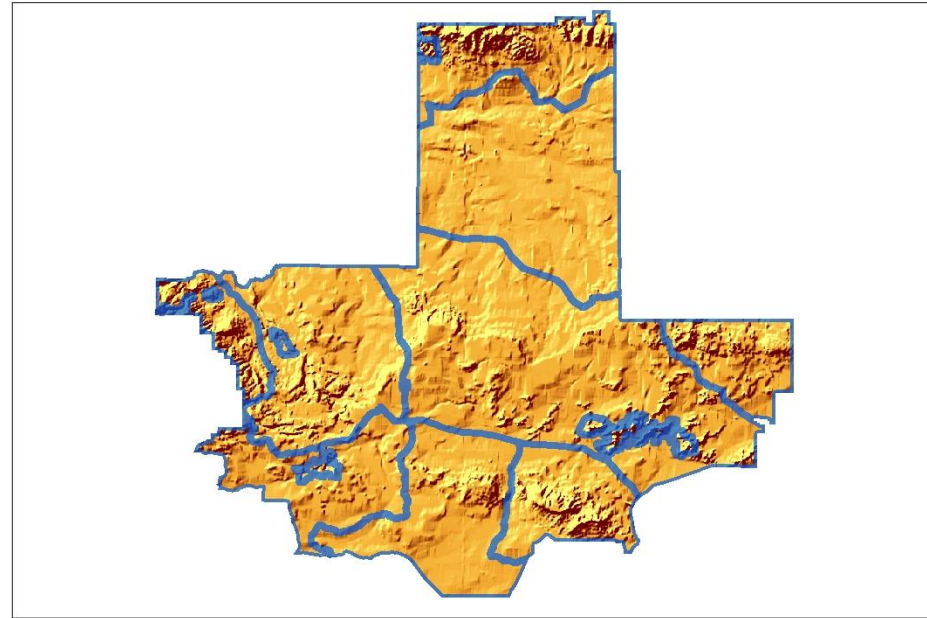
New: LIMITING TRAVEL TO EXISTING ROADS AND TRAILS IS AN INTERIM DECISION THAT PROVIDES FOR MANAGEMENT DIRECTION UNTIL THE TIME THAT ROUTE BY ROUTE TRAVEL PLANNING CAN OCCUR.

Optional RMP Decisions:

An RMP may consider:

- 1) Delineating and mapping Travel Management Areas (TMA)
- 2) Addressing unique travel management circumstances

LFO Travel Management Areas



Not RMP Decisions:

The following are often confused as RMP decisions, they are not:

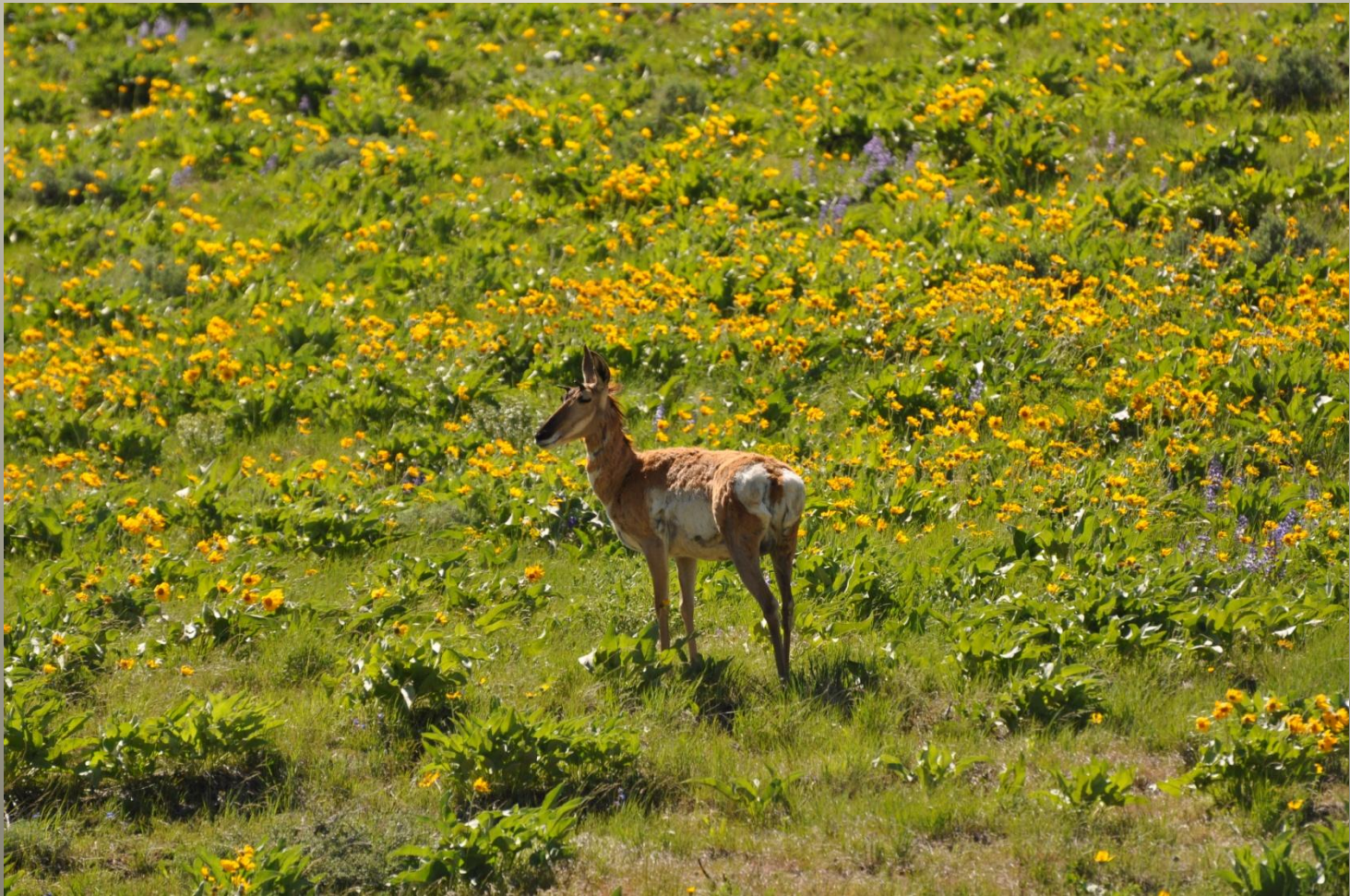
- 1) Authorized and Permitted Uses are addressed through the authorization or permit, not the LUP
- 2) Accessibility- There is no legal requirement to allow people with disabilities to use motor vehicles on roads, primitive roads, trails, and/or in areas that are closed to motor vehicle use.
- 3) The validity of RS 2477 evidence or assertions

Back to the Golden Rules:

- Travel Decisions function to support the objectives of other programs and the objectives of the travel program
- Use of TMAs enhances comprehensiveness.
 - Facilitates addressing multimodal forms of travel
 - Facilitates addressing area or user specific needs
 - Allows travel planning to support other polygonal planning designations and allocations (ACEC, SRMA).

Exercise

Match the area objective with the travel management decision.



Sustain or enhance the Johnny Behind the Rocks RMZ (5,594 acres) for motorized recreationists to engage in unencumbered motorcycle riding, OHV trail riding , and rock crawling so that visitors report a higher than average realization of experience and benefit outcomes listed in AppendixJ (p. 1377).

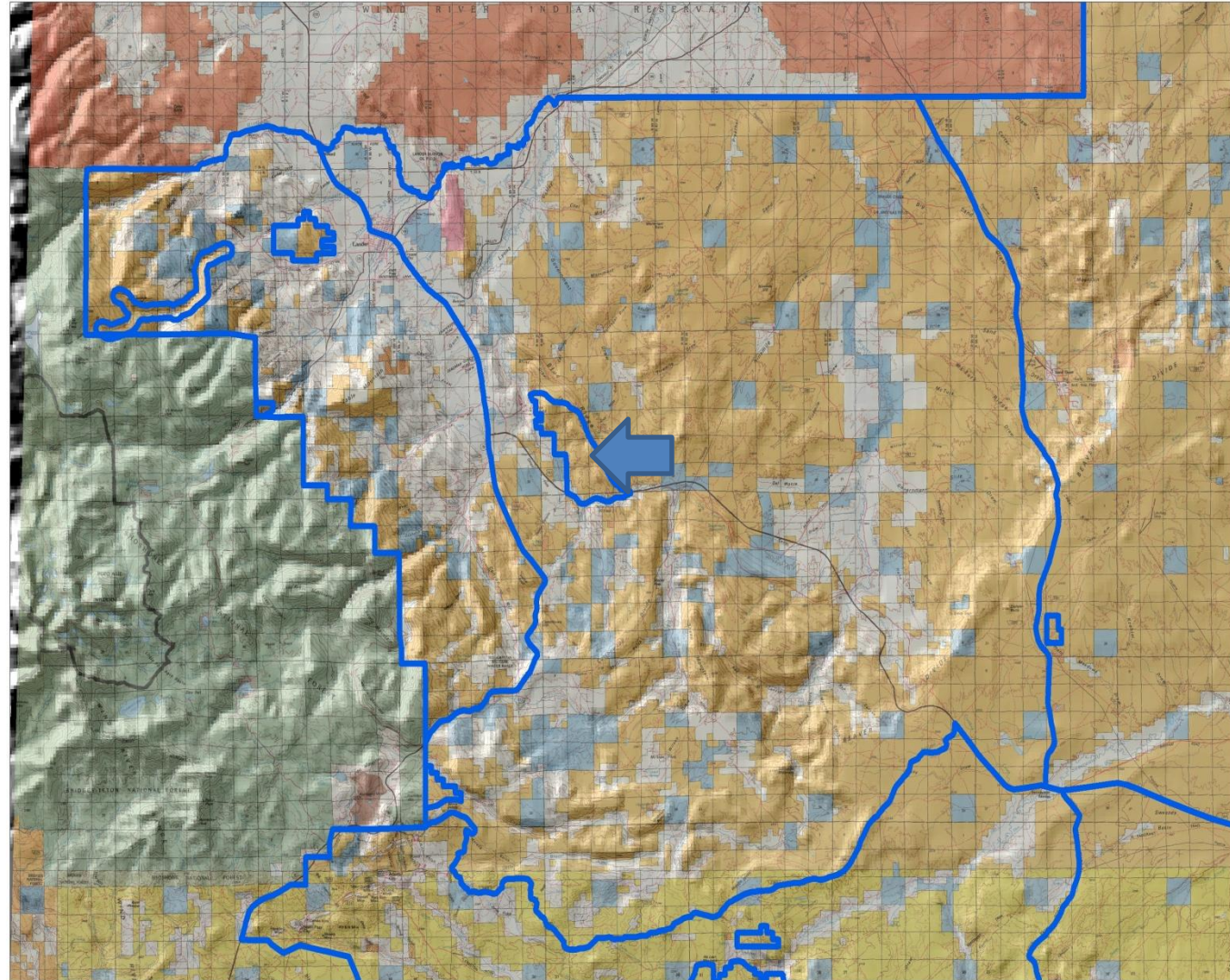
**1. Motorized Travel
Limited to Designated
Roads and Trails**

**2. Motorized and
mechanized travel is
limited designated roads
and trails, closed to
motorized vehicles
December 1 to June 15,
and closed to all travel
(human presence) from
December 1 to April 30.**

3. Open

**4. Closed To Motorized
Travel**

**5. Closed to Motorized
and Mechanized Travel**



Sustain or enhance The Bus @ Baldwin Creek RMZ (1,159 acres) for non-motorized recreationists to engage in horseback riding, hiking, trail running, and mountain biking so that visitors report a higher than average realization of experience and benefit outcomes listed in Appendix J (p. 1377).

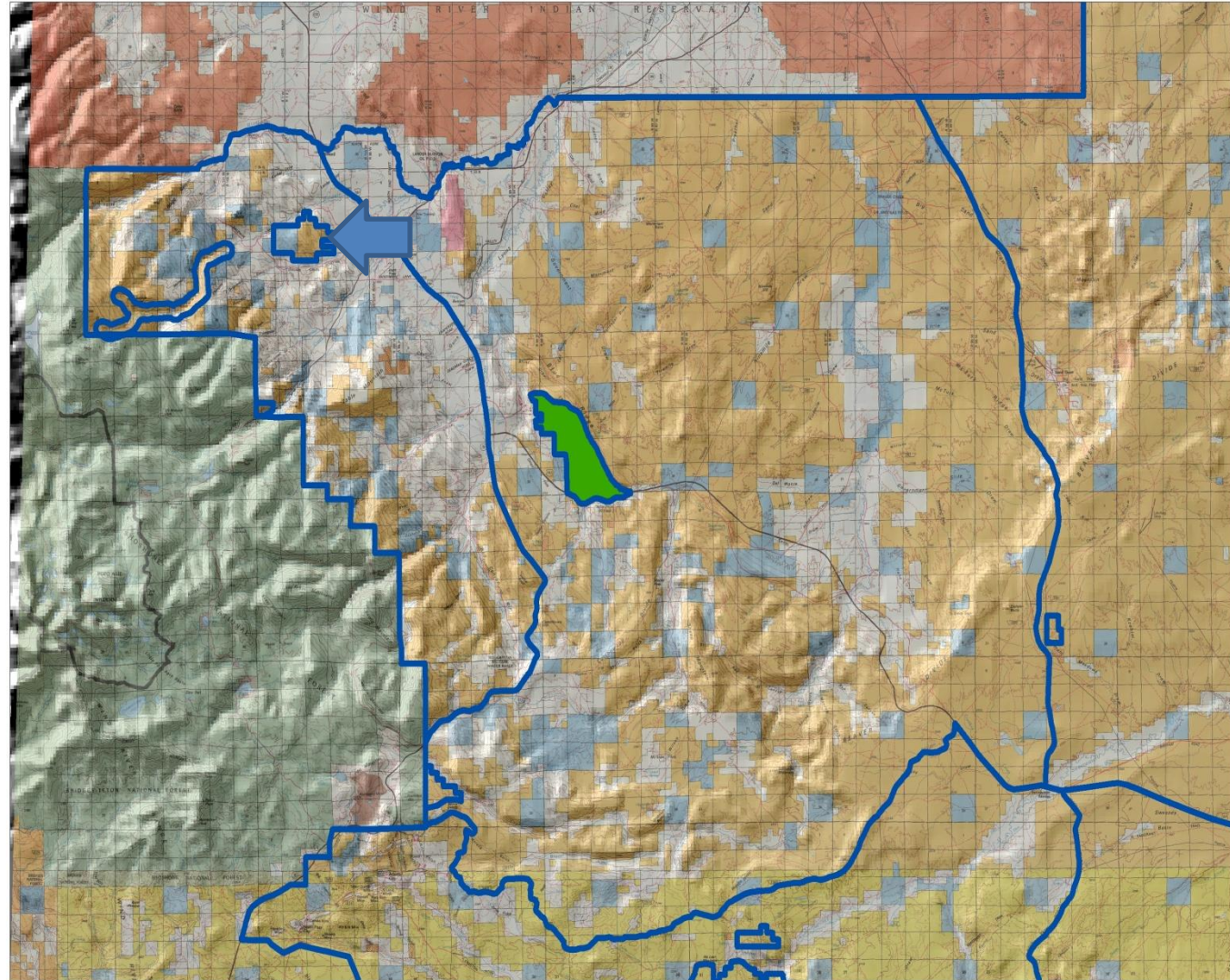
**1. Motorized Travel
Limited to Designated
Roads and Trails**

**2. Motorized and
mechanized travel is
limited designated roads
and trails, closed to
motorized vehicles
December 1 to June 15,
and closed to all travel
(human presence) from
December 1 to April 30.**

3. Open

**4. Closed To Motorized
Travel**

**5. Closed to Motorized
and Mechanized Travel**



In the Lander Slope ACEC maintain and protect adequate winter forage and habitat for elk and mule deer so as to support herd objectives.

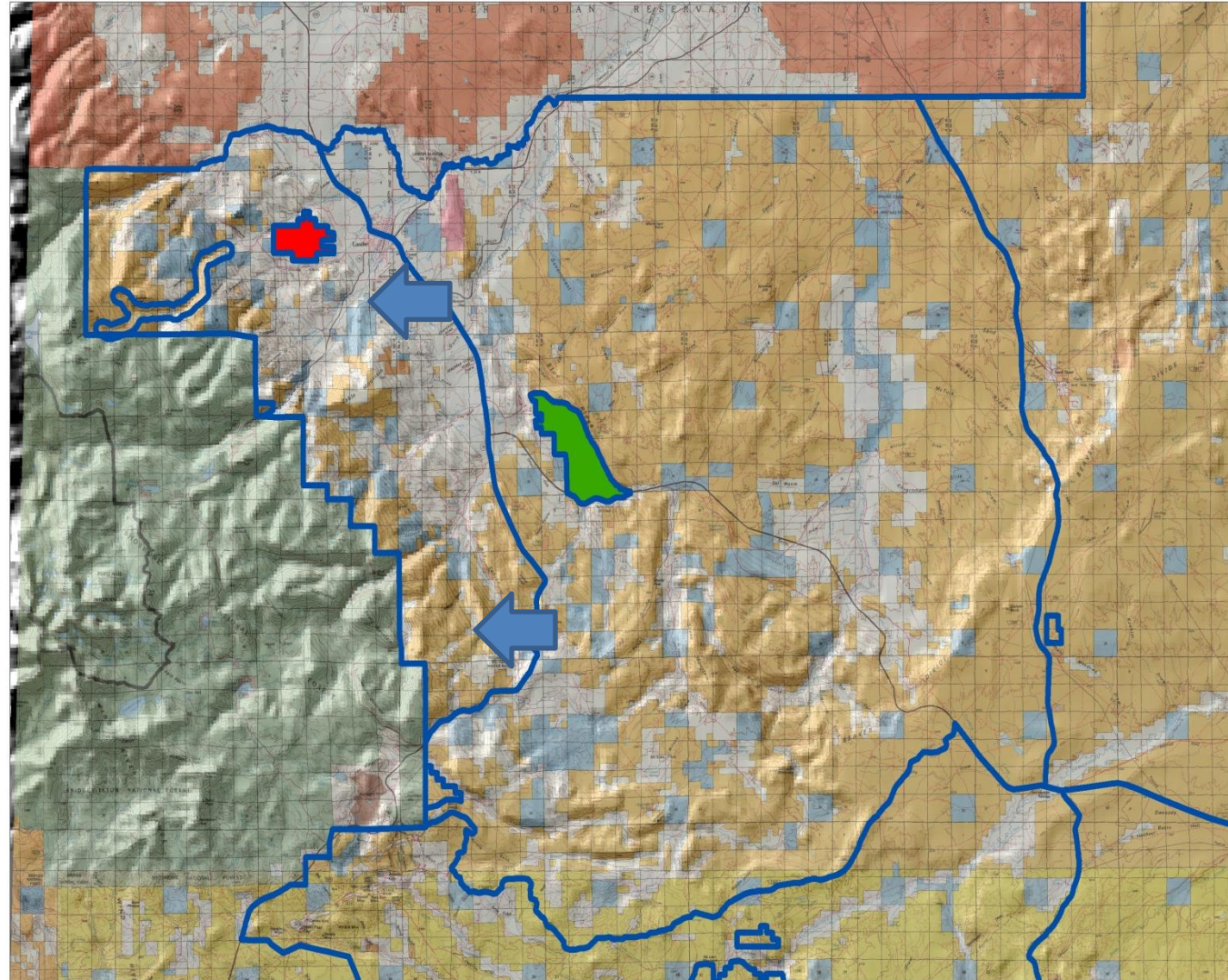
**1. Motorized Travel
Limited to Designated
Roads and Trails**

**2. Motorized and
mechanized travel is
limited designated roads
and trails, closed to
motorized vehicles
December 1 to June 15,
and closed to all travel
(human presence) from
December 1 to April 30.**

3. Open

**4. Closed To Motorized
Travel**

**5. Closed to Motorized
and Mechanized Travel**



Maintain the outstanding and remarkable 'wild' values of the Baldwin Creek NWSR Unit.

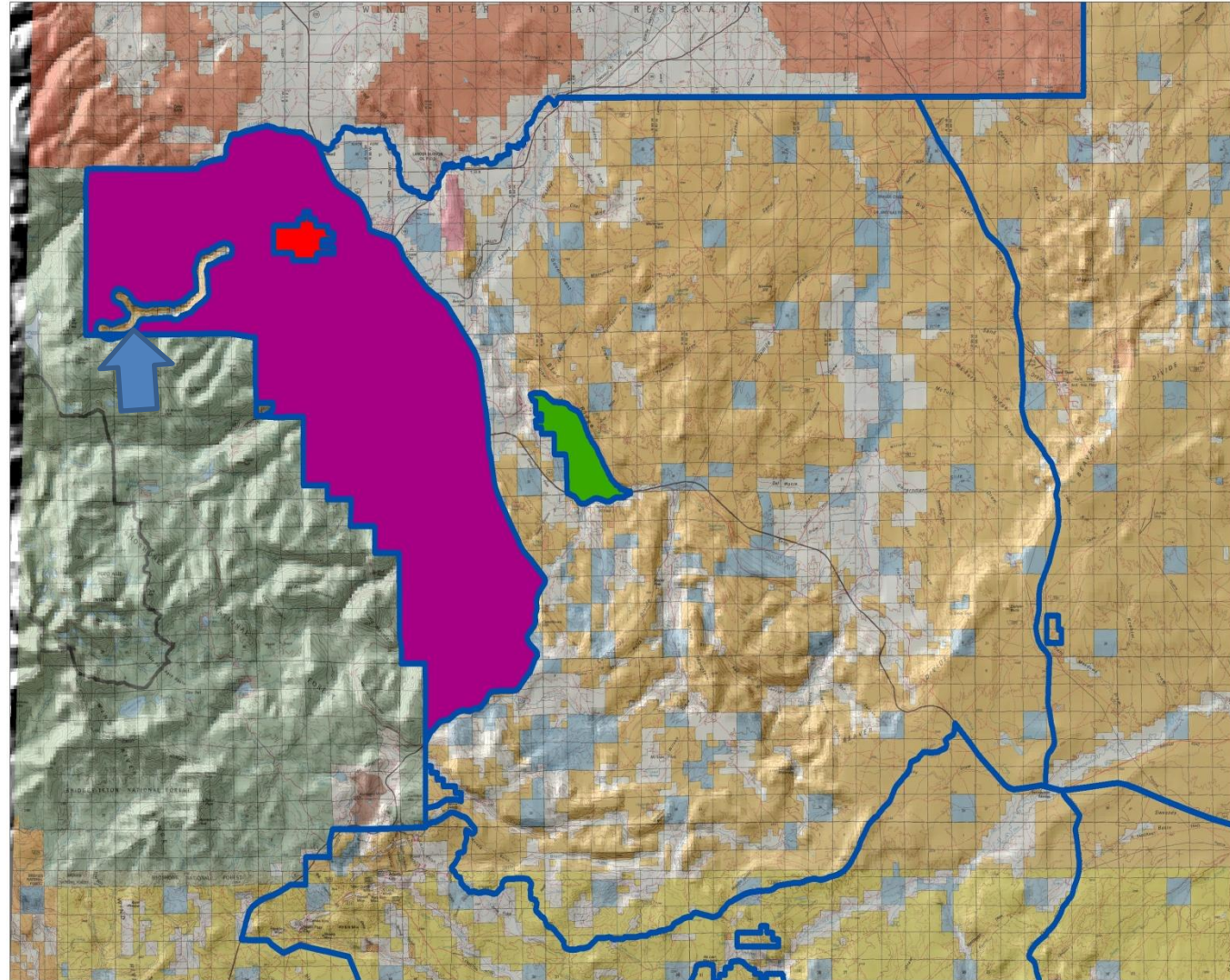
1. Motorized Travel Limited to Designated Roads and Trails

2. Motorized and mechanized travel is limited designated roads and trails, closed to motorized vehicles December 1 to June 15, and closed to all travel (human presence) from December 1 to April 30.

3. Open

4. Closed To Motorized Travel

5. Closed to Motorized and Mechanized Travel



Maintain and improve habitat for greater sage-grouse in known concentration areas.

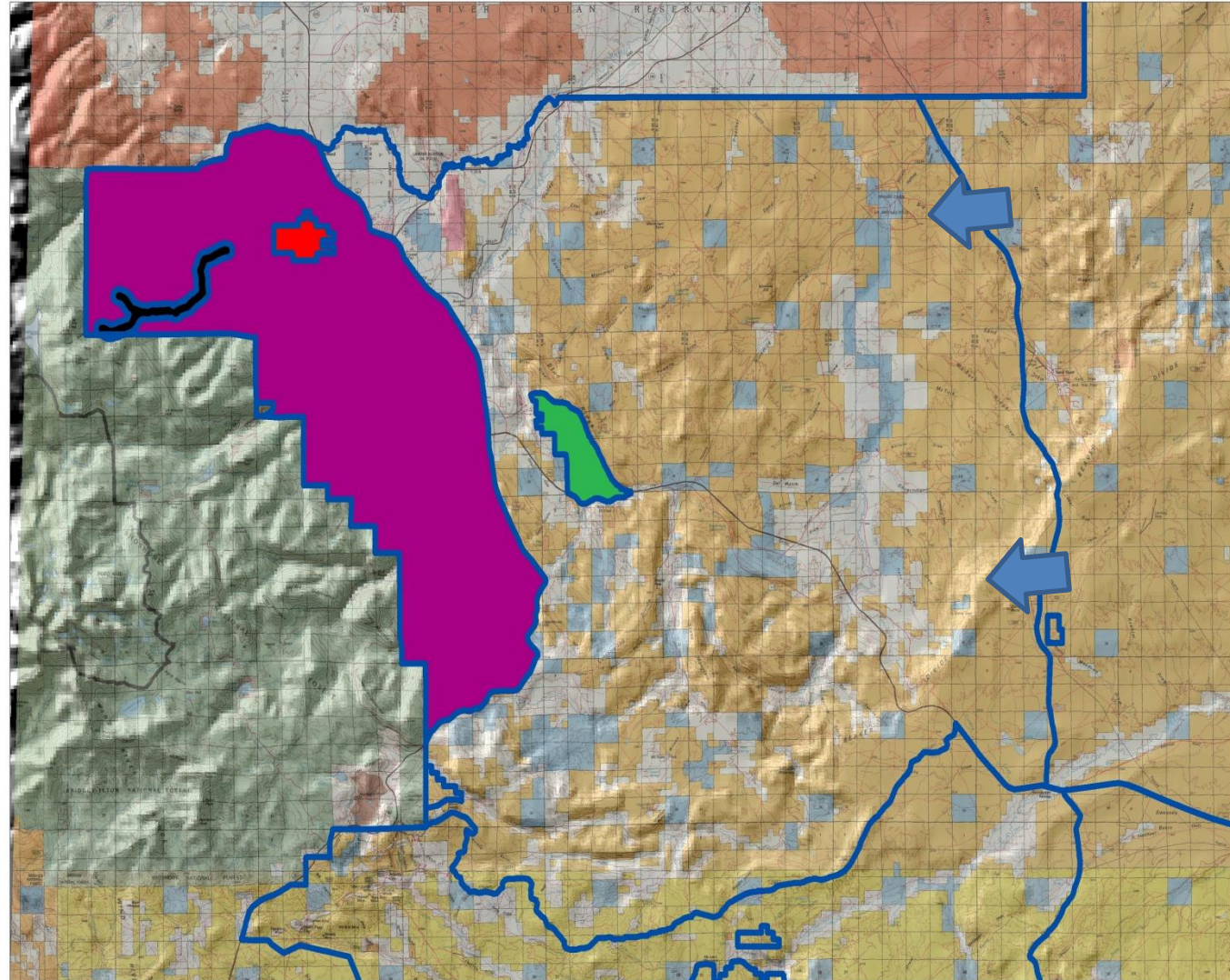
1. Motorized Travel Limited to Designated Roads and Trails

2. Motorized and mechanized travel is limited designated roads and trails, closed to motorized vehicles December 1 to June 15, and closed to all travel (human presence) from December 1 to April 30.

3. Open

4. Closed To Motorized Travel

5. Closed to Motorized and Mechanized Travel



Maintain and improve habitat for greater sage-grouse in known concentration areas.

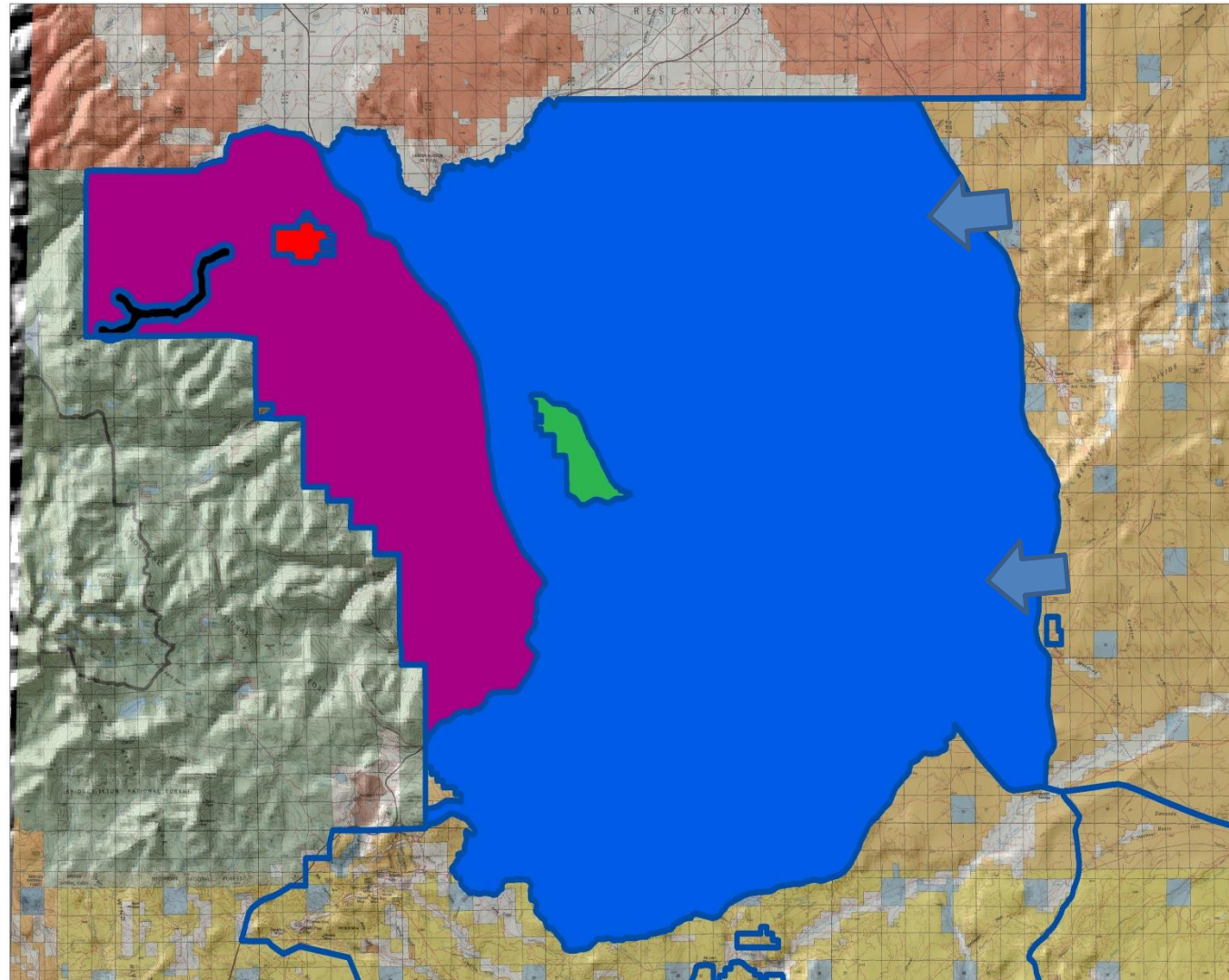
1. Motorized Travel Limited to Designated Roads and Trails

2. Motorized and mechanized travel is limited designated roads and trails, closed to motorized vehicles December 1 to June 15, and closed to all travel (human presence) from December 1 to April 30.

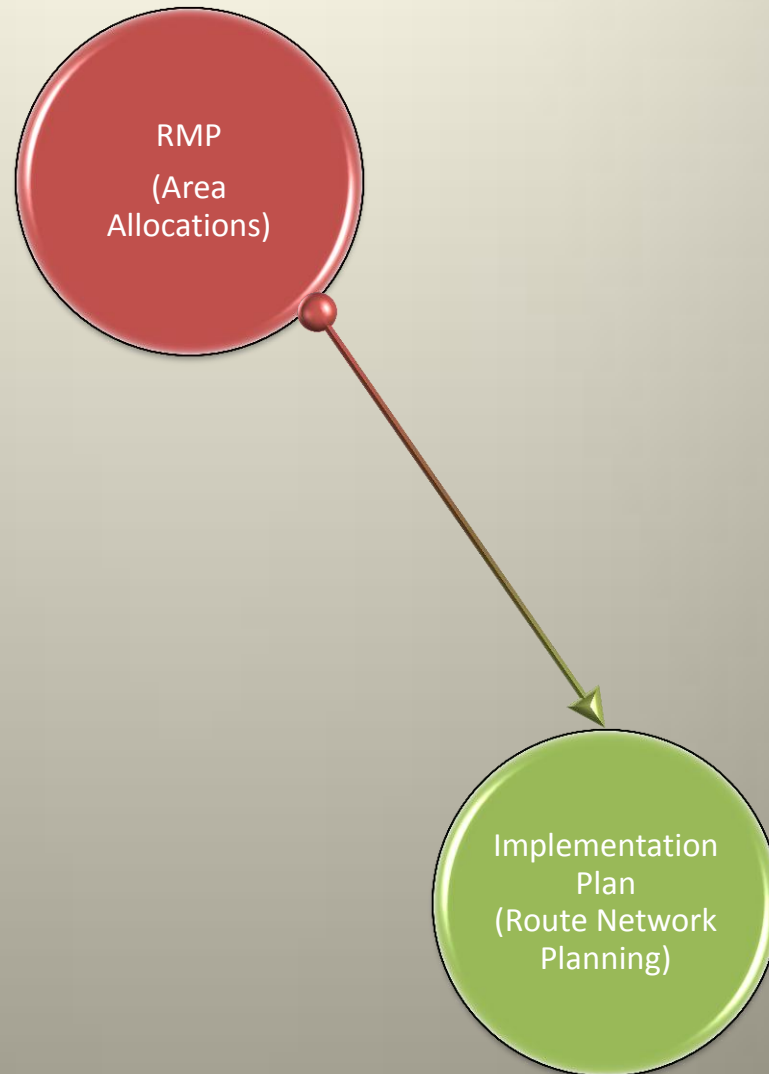
3. Open

4. Closed To Motorized Travel

5. Closed to Motorized and Mechanized Travel



BLM Travel Planning and Management



BLM Travel Planning and Management

Concurrent

(With RMP)



Deferred

(Implementation Plan)

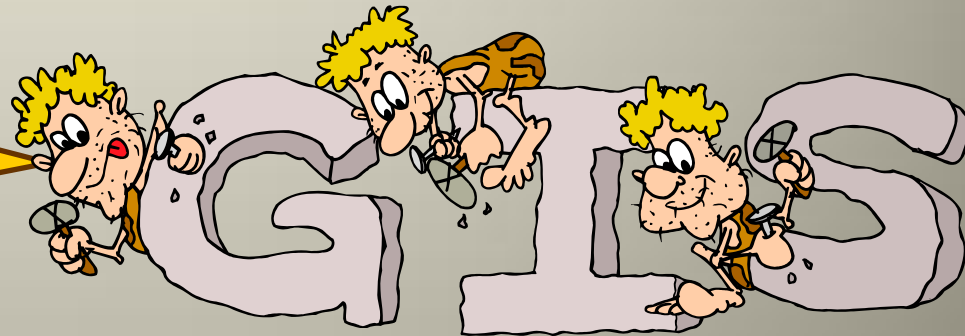
The golden rules require the travel planner to:

- Plan for each and every line or route within the area. Including route by route:
 - Objectives and decisions
 - Alternatives and analysis
- Work closely with planning team to develop a broad range of route by route alternatives that address multimodal forms of travel in support of the RMP objectives of:
 - the Travel program
 - Other programs impacted and/or influenced by travel decisions.

BLM Travel Planning and Management

Establish route by route objectives, alternatives, analysis, and decisions that are tiered to the objectives contained in the RMP and the minimization criteria?

Somebody should invent a tool to track all this route by route information in a way that links to it's geospatial features?



Linking the routes GIS layer with an access database can create miracles. Such a smart file can facilitate, create, and/or document route by route: public involvement, internal input, impact analysis, alternatives, decisions, monitoring, and evaluation.

BLM Travel Planning and Management



A travel Plan includes many important elements, however the main component is the:

- Criteria to select, reject, or mitigate specific transportation linear features in the final network; to add new roads, primitive roads or trails; and to specify route specific limitations.

Where should this criterion flow from?

**Minimization Criteria and RMP
Objectives**

BLM Travel Planning and Management



Good route selection criteria should be:

- Issue specific
 - Quantifiable or Measurable
 - Based on Existing Data
 - Tiered to ??? TMA Objectives, and other pertinent RMP Objectives
- Minimization Criteria**

Great route selection criteria is all of the above plus it:

- Can be mapped and analyzed through GIS products
- Is stratified across the TMA in occurrence, abundance, and/or quality.

BLM Travel Planning and Management

Implementation
Plan
(Route Network
Planning)

Activity: An example of a route selection criteria will come across the screen, your job is to rate this as Great, Good, or Needing Work.

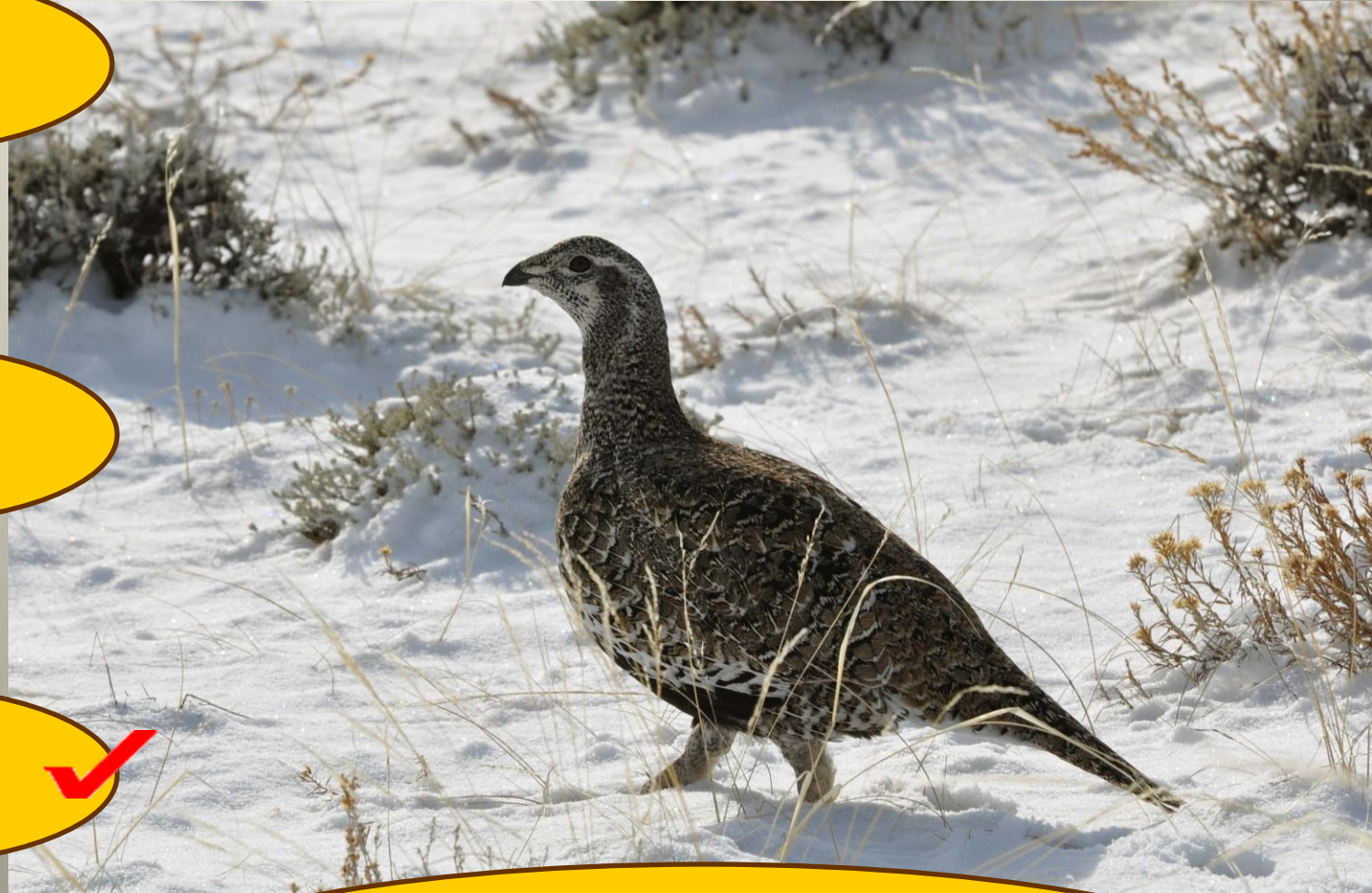


Roads will not impact mapped sage grouse habitat.
100% of the TMA is Sage Grouse Habitat.

Great

Good

Needs Work



A better selection criteria would be:
“Route densities, locations, and/or use
periods will not disturb Sage Grouse
Breeding and Nesting Areas”

All County Rights of Ways will remain open to motorized travel. The county has submitted a map that includes numerous RS 2477 assertions. Adopting this criteria would essentially result in all routes remaining open to motorized travel.

Great

Good

Needs Work



Trick question: RS 2477 assertions or claims do not influence travel planning, we make decisions on these routes independent of the RS 2477 assertions or claims.

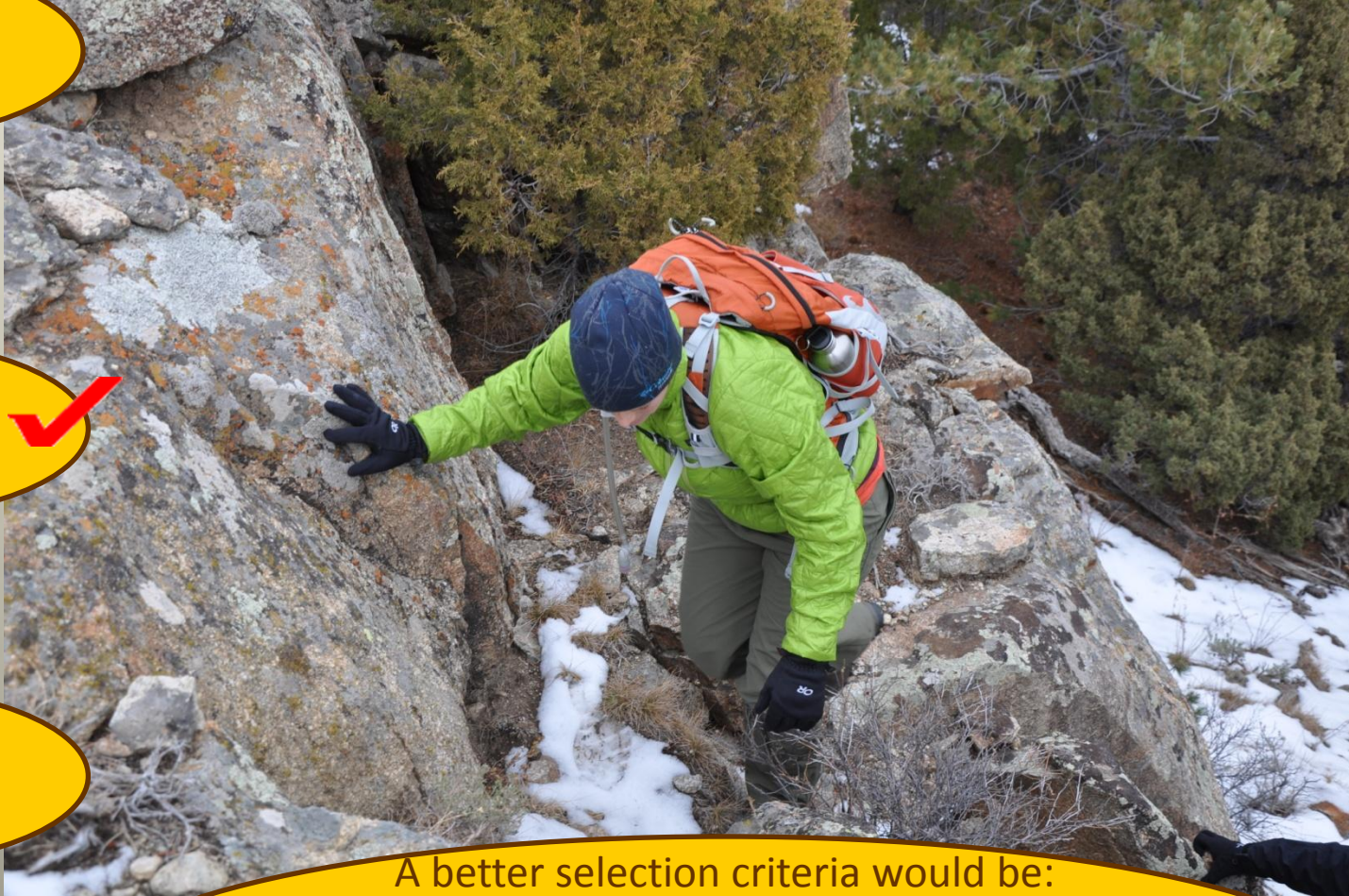
Routes locations and densities will be consistent with the prescribed setting for the SRMA. The SRMA encompasses half of the Travel Management Area.

Great

Good



Needs Work



A better selection criteria would be:
“Route locations, densities, and uses will be consistent with the prescribed setting for the SRMA and/or support the achievement of the SRMA Outcome objective”

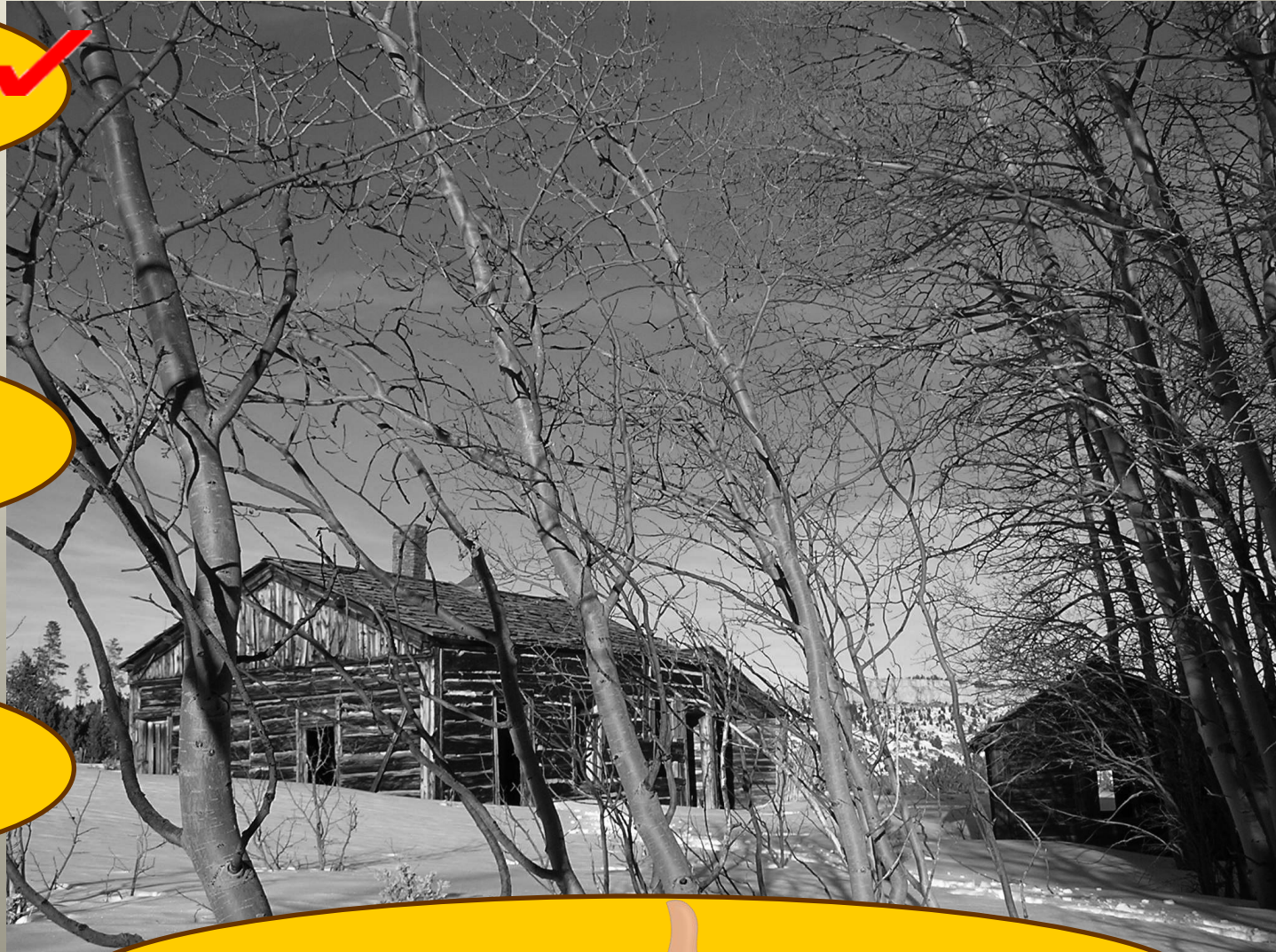
No route will cause a physical impact or change in the aesthetic qualities of historic or prehistoric resources. 5 of these sites exist randomly within the TMA.

Great



Good

Needs Work

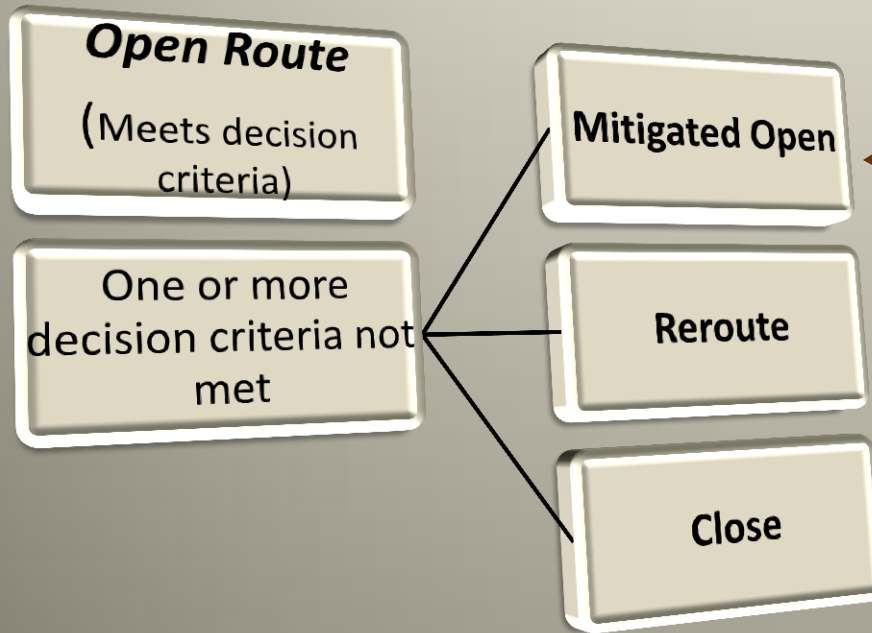


So what happens when a route doesn't meet one or more decision criteria?



What do you think are some alternatives to address a route that does not meet decision criteria?

To close or not to close, that is no longer the question



Lots of options here:

- Change in authorized travel type
- Seasonal closure
- Upgrades/improvements
- Reduce use frequencies
- Informational Signing
- Noise abatement requirements
- Modify route to accommodate different travel modes (e.g. road to trail)
- Change in other visitor services

So what happens when a route doesn't meet one or more decision criteria?

How can our Recreation background help us with route network planning?



To Close or not to close, that is no longer the question

From our work within the recreation program we know that:

- Limiting the amount of group use, limiting destructive activities, influencing behaviors, concentrating use, utilizing or creating hardened sites, and shielding areas from use reduces environmental impacts from recreation (REF 1892)
- Taking a holistic look at why people travel these routes may result in new, unique, and more effective management options.

Doing so may require pairing recreation management plans with travel plans.

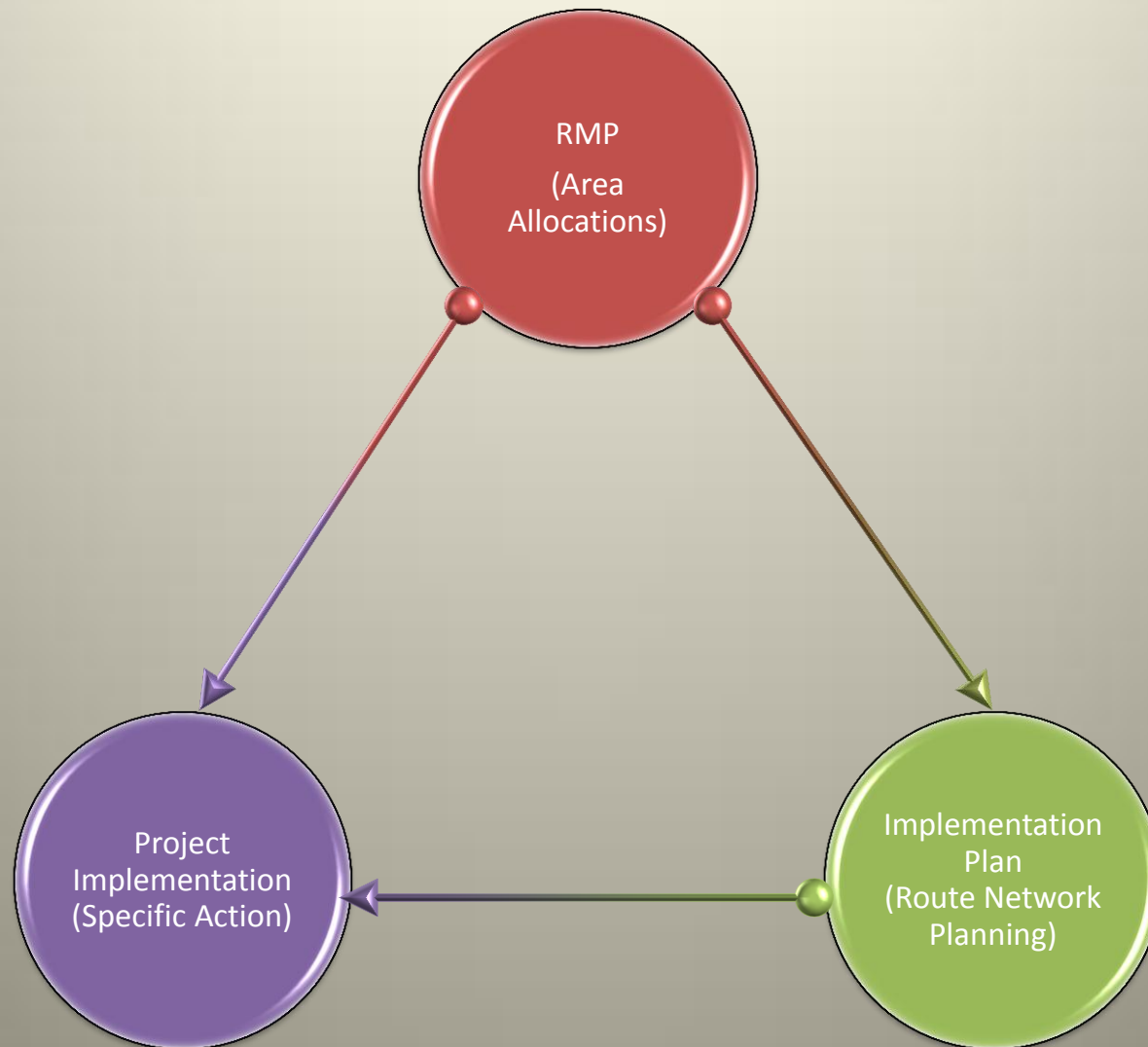
Table Mesa (Phoenix AZ) Example:

http://www.blm.gov/az/st/en/info/nepa/environmental_library/rec_mgmt_plans/table-mesa-docs.html

Back to the Golden Rules:

- Network planning functions to support the RMP objectives of other programs and the objectives of the travel program.
- Plans must demonstrate how route by route analysis, alternatives, and decisions address achievement of the minimization criteria.
- Use of GIS will improve data management and decision making.
- To be comprehensive and interdisciplinary plans should focus on:
 - Implementing RMP objectives and decisions.
 - Addressing travel issues with a broad range of alternatives in consideration of why and how travel occurs within the area.

BLM Travel Planning and Management



BLM Travel Planning and Management



At the Project Implementation stage the Golden Rules require the Travel Planner to:

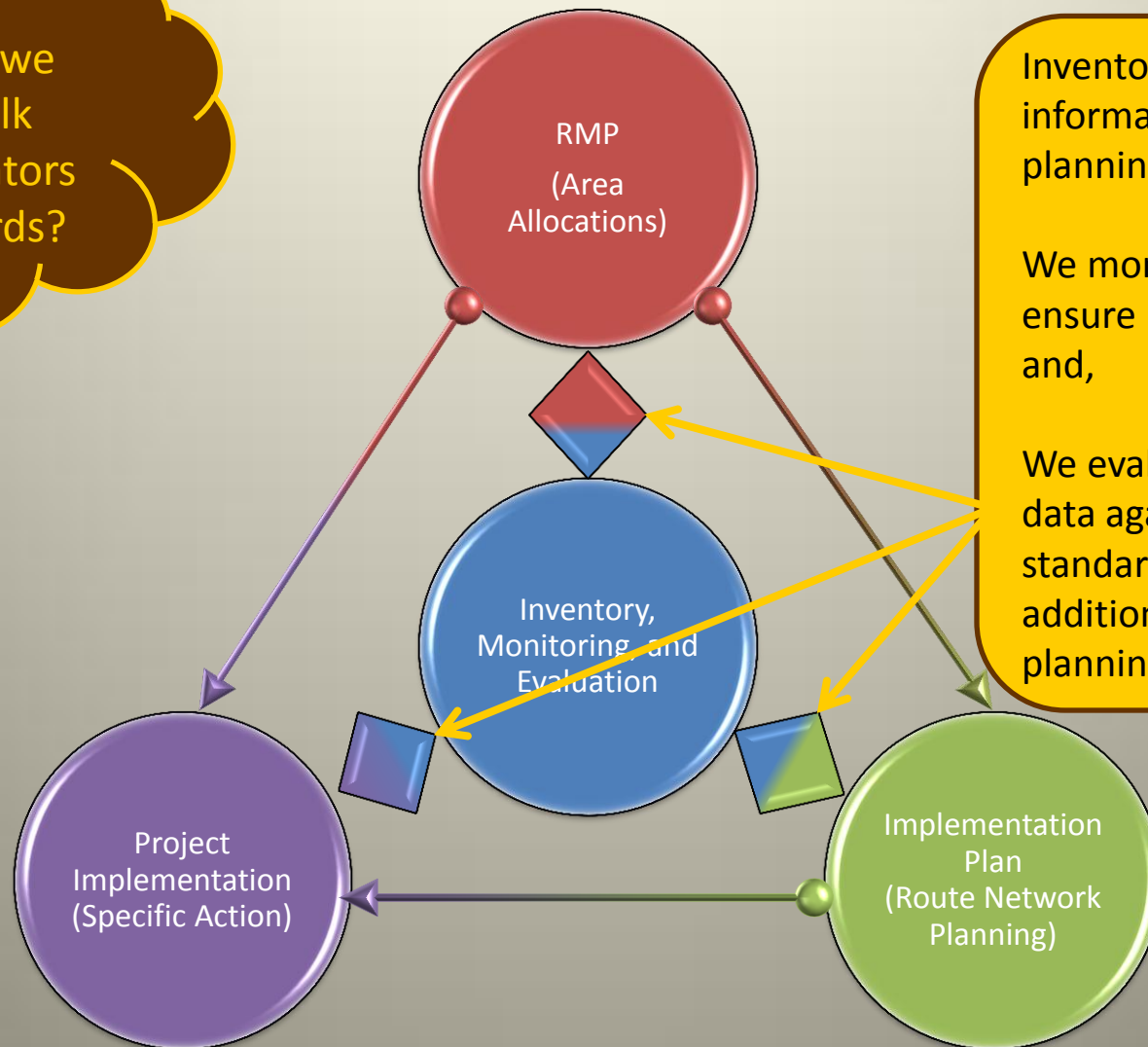
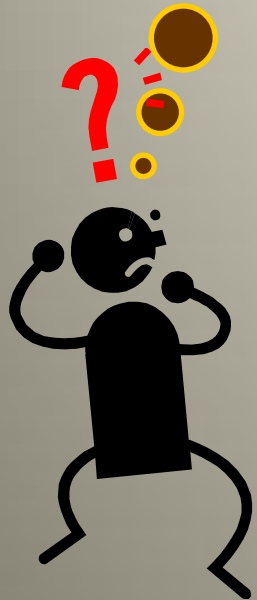
- Be thinking in points or line segments
 - Initiate projects to implement the RMP and/or network plans
 - Initiate projects to address non-compliance issues (with the RMP, Network Plan, and/or the ????????) identified during inventory, evaluation, and monitoring.
- Minimization Criteria
-

BLM Travel Planning and Management



BLM Travel Planning and Management

Where did we already talk about indicators and standards?



Inventories provide information to support planning,

We monitor indicators to ensure plan conformance and,

We evaluate monitoring data against planning standards to determine if additional action or planning is needed

BLM Travel Planning and Management



At the Inventory, Monitoring, and Evaluation stage the Golden Rules require the Travel Planner to:

- Utilize planning documents to identify indicators and standards for monitoring and evaluation.
- Coordinate the interdisciplinary monitoring efforts associated with travel planning
- Produce inventory information to support planning needs,

Compare and Contrast

Inventory, Monitoring, and Evaluation

- Develop inventory information to support planning needs
- Utilize planning documents to identify indicators and standards for monitoring

Point or Line Segment

Project Implementation (Specific Action)

- Initiate projects to implement plan decisions or address non-compliance

Network of Lines

Implementation Plan (Route Network Planning)

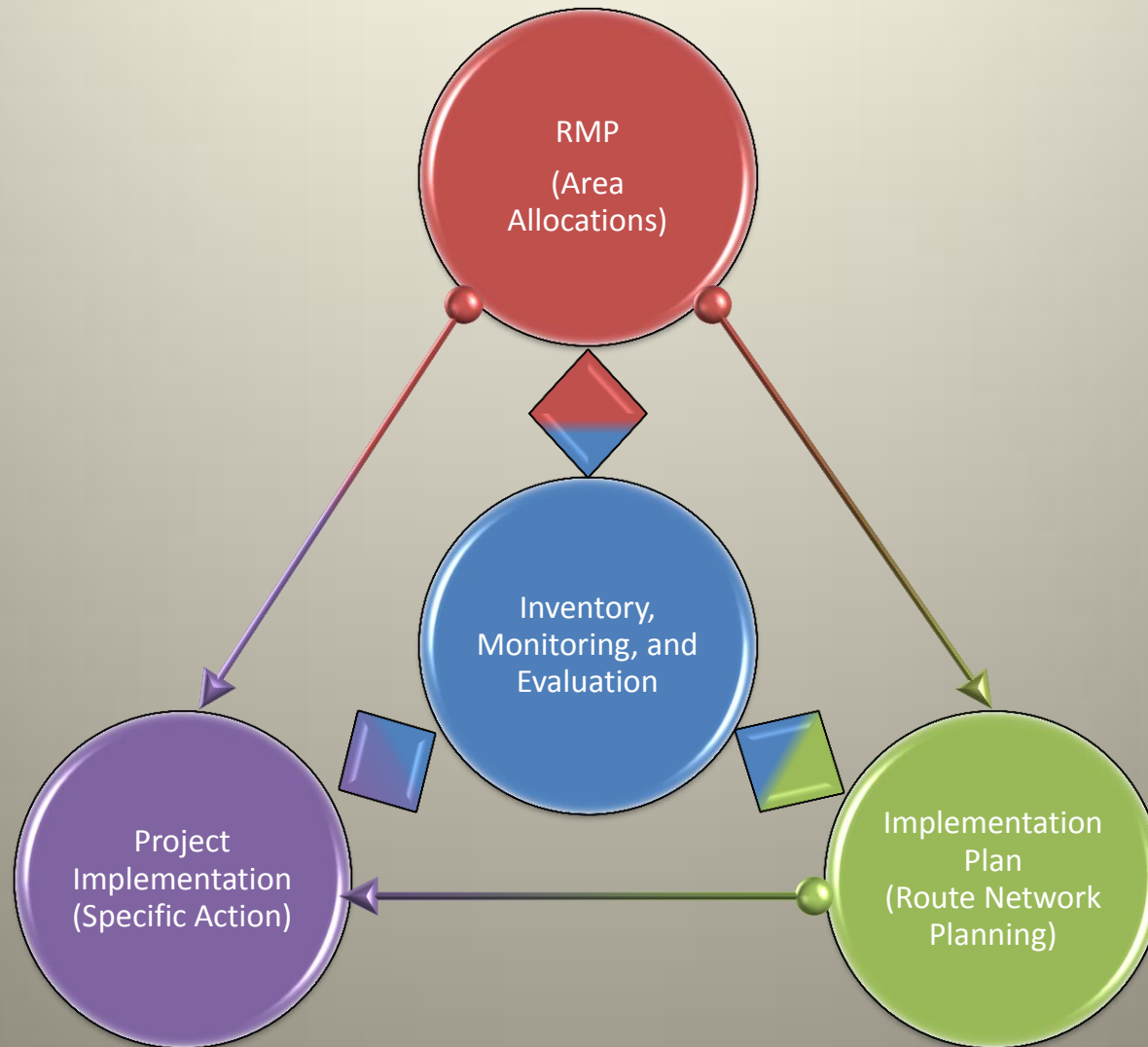
- Establish route by route objectives, alternatives, analysis, and decisions
- Develop a broad range of route by route alternatives that address multimodal forms of travel

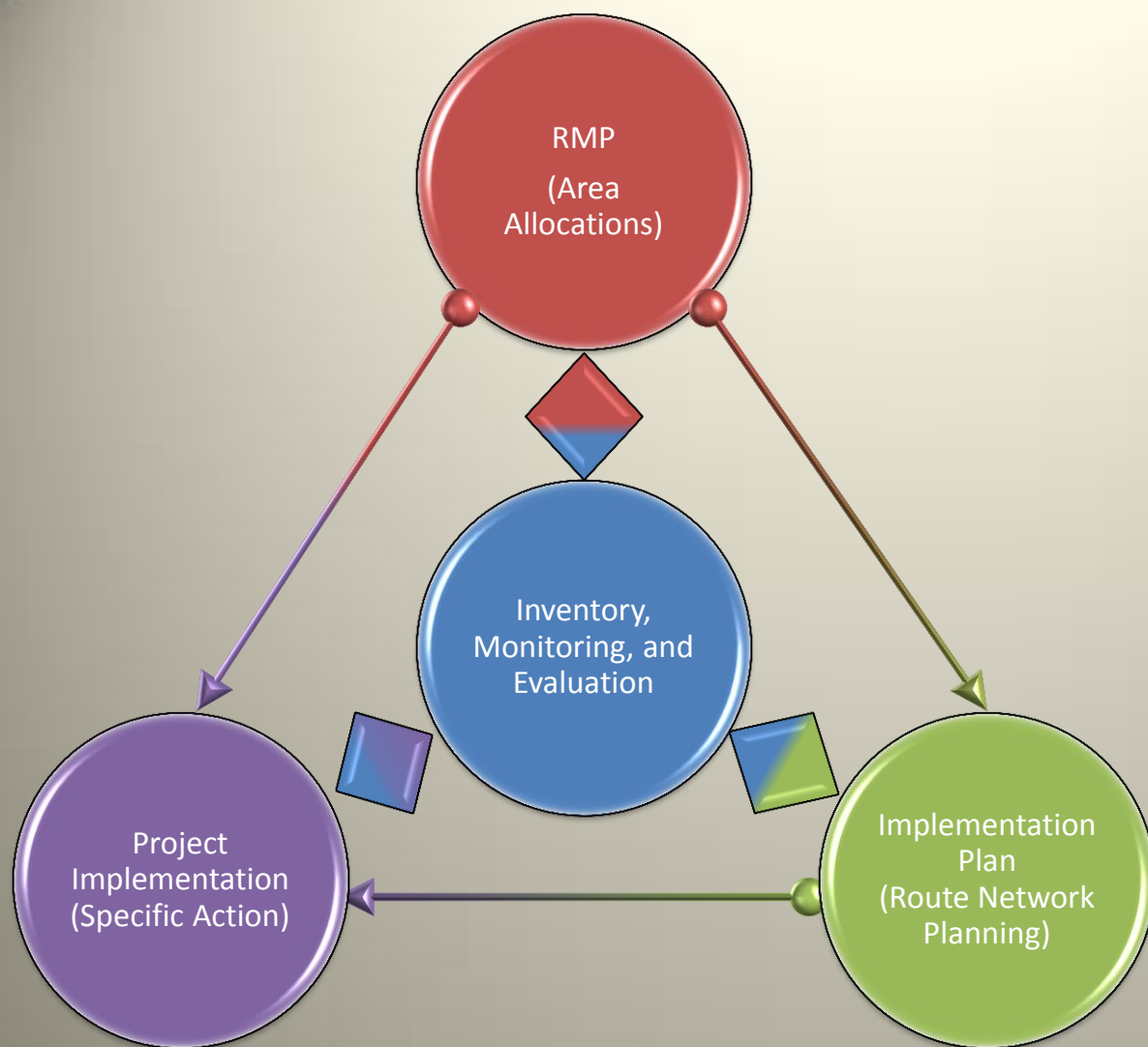
Polygons

RMP (Area Allocations)

- Establish area objectives and allocations in support of other programs and the minimization criteria

BLM Travel Planning and Management Process

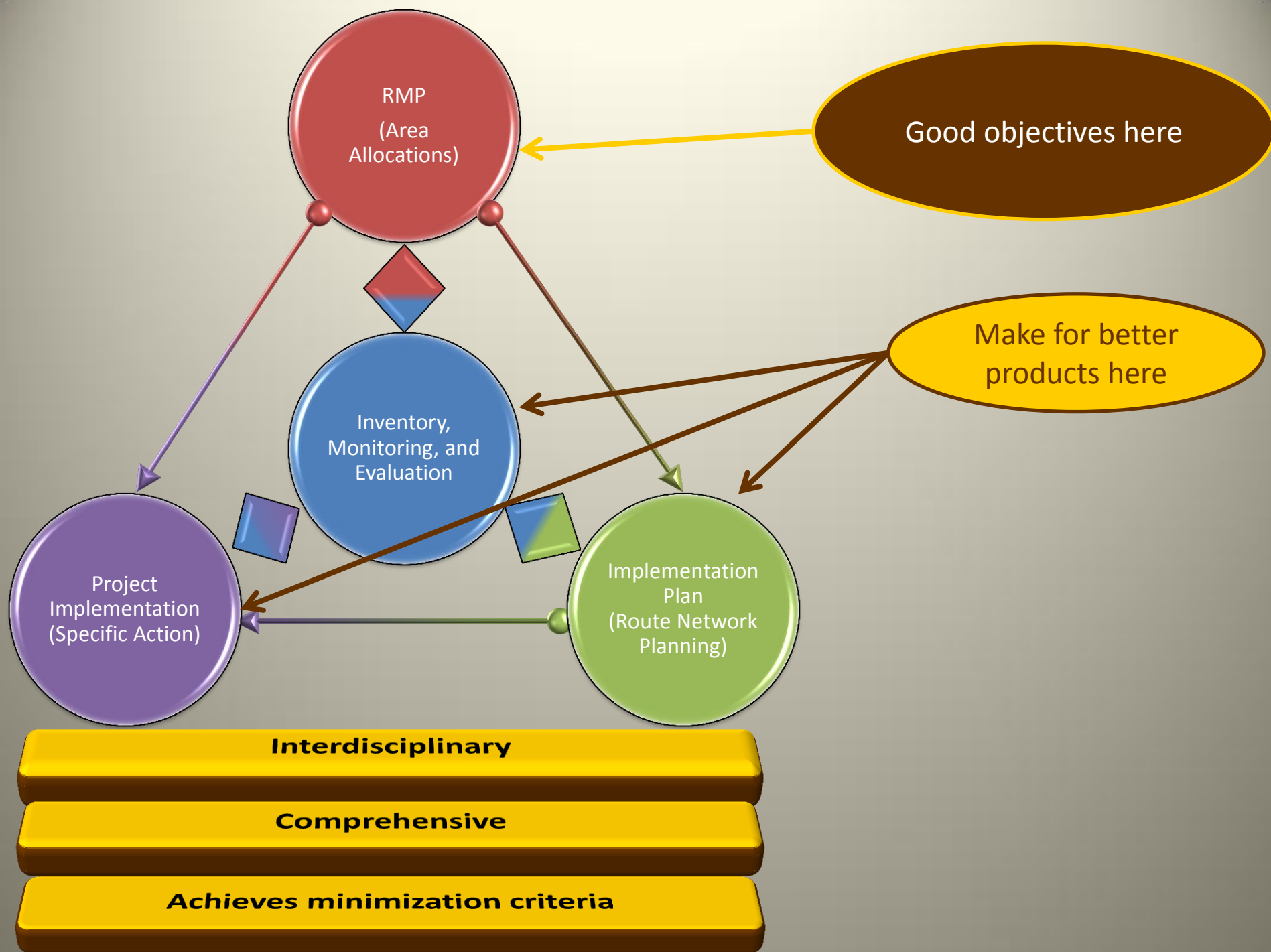


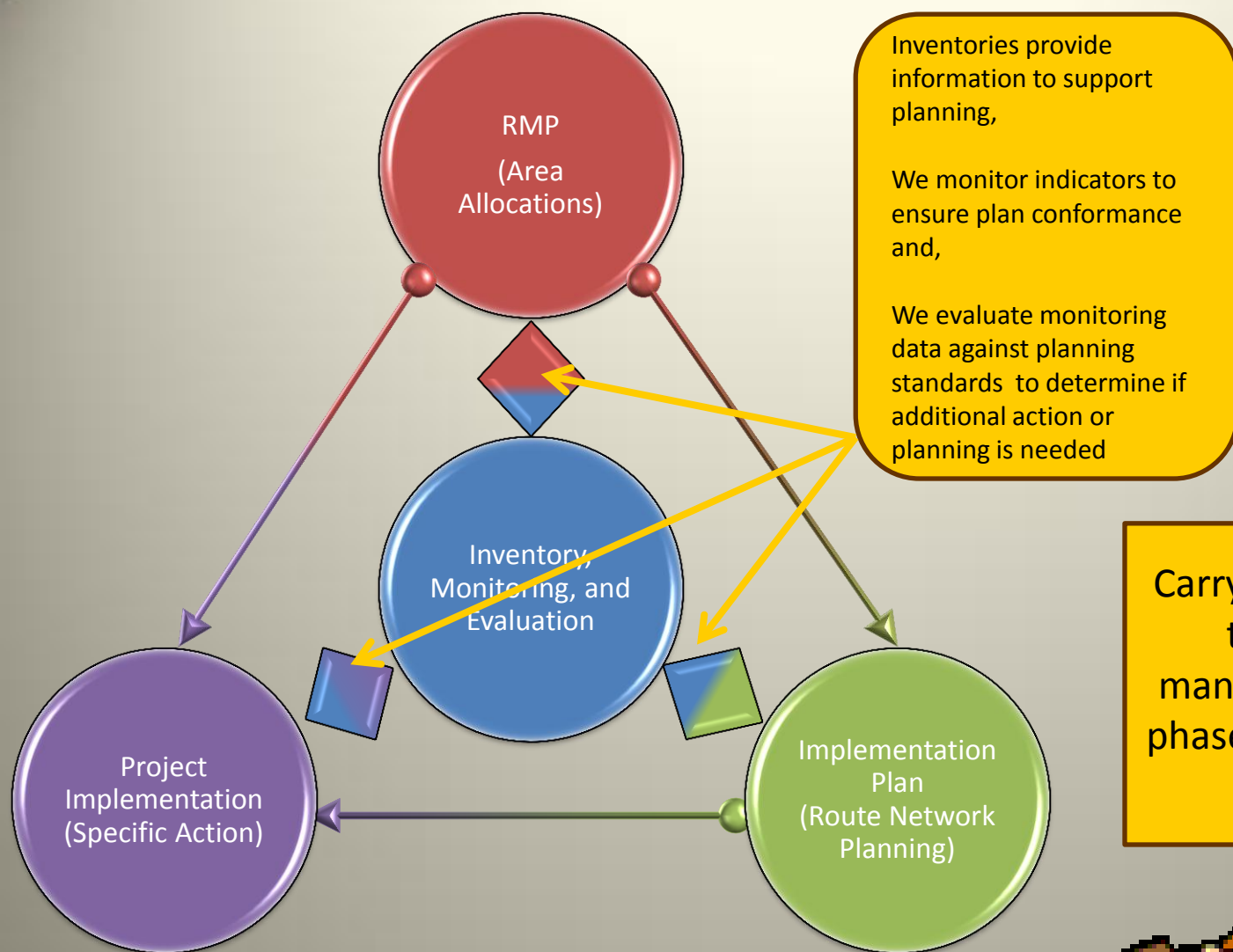


Interdisciplinary

Comprehensive

Achieves minimization criteria





Interdisciplinary

Comprehensive

Achieves minimization criteria



Questions

RED CANYON WILDLIFE HABITAT MGMT AREA

???

YOU
ARE HERE

IT IS THE SPORTSMAN'S
RESPONSIBILITY TO DETERMINE
LAND BOUNDARIES

LITTERING IS PROHIBITED, PACK
OUT YOUR TRASH AND RESPECT
PRIVATE PROPERTY

14 DAY CAMPING LIMIT

NO OPEN GRAZING ON MEADOWS

NO CUTTING OF FIREWOOD



WYOMING'S WILDLIFE
Worth the Watching

PEACE CLOSE GATE